

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 11/15/1989

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|--|------------|---------------|-------------------------|-------------------------|------------------------|------------|
| LAX88FA020 File No. 2656 | 10/23/1987 | FAIRFIELD, CA | Aircraft Reg No. N828FE | Time (Local): 04:23 PDT | | |
| Make/Model: CESSNA / 208A | | | | Fatal | Serious | Minor/None |
| Engine Make/Model: P&W / PT6A-114 | | | Crew | 1 | 0 | 0 |
| Aircraft Damage: Destroyed | | | Pass | 0 | 0 | 0 |
| Number of Engines: 1 | | | | | | |
| Operating Certificate(s): On-demand Air Taxi | | | | | | |
| Name of Carrier: UNION FLIGHTS | | | | | | |
| Type of Flight Operation: Non-scheduled; Domestic; Cargo | | | | | | |
| Reg. Flight Conducted Under: Part 135: Air Taxi & Commuter | | | | | | |
| Last Depart. Point: OAKLAND , CA | | | | Condition of Light: | Night/Dark | |
| Destination: RENO , NV | | | | Weather Info Src: | Witness | |
| Airport Proximity: Off Airport/Airstrip | | | | Basic Weather: | Visual Conditions | |
| | | | | Lowest Ceiling: | 7000 Ft. AGL, Overcast | |
| | | | | Visibility: | 4.00 SM | |
| | | | | Wind Dir/Speed: | 030 / 003 Kts | |
| | | | | Temperature (°C): | 16 | |
| | | | | Obstr to Vision: | Fog | |
| | | | | Precipitation: | None | |
| Pilot-in-Command | Age: 40 | | | Flight Time (Hours) | | |
| Certificate(s)/Rating(s) | | | | Total All Aircraft: | 10495 | |
| Airline Transport; Flight Instructor; Multi-engine Land; Single-engine Land; Single-engine Sea | | | | Last 90 Days: | 156 | |
| Instrument Ratings | | | | Total Make/Model: | 642 | |
| Airplane | | | | Total Instrument Time: | 224 | |

WHILE CRUISING ON A SCHEDULED CARGO FLIGHT IN IMC THE PILOT ENCOUNTERED MODERATE TO SEVERE TURBULENCE NEAR AN AREA WHERE WEATHER CELLS COULD HAVE BEEN OBSERVED ON THE AIRCRAFT'S RADAR. THE PILOT REVERSED COURSE, DECLARED AN EMERGENCY AND LOST CONTROL OF THE AIRCRAFT. THE AIRCRAFT ENTERED AN UNCONTROLLED DESCENT, COLLIDED WITH TERRAIN AND WAS DESTROYED.THE RECENTLY HIRED PILOT HAD COMPLETED THE FAA APPROVED GROUND AND FLIGHT TRAINING PROGRAM IN THE AIRCRAFT. DURING THE PILOT'S RECENT TRAINING, NEITHER THE FAA NOR THE OPERATOR REQUIRED THE PILOT TO DEMONSTRATE PROFICIENCY IN UNUSUAL ATTITUDE RECOVERIES OR HAVE KNOWLEDGE IN THE OPERATION OF THE AIRCRAFT'S WEATHER RADAR. COMPANY EMPLOYEES, WHICH INCLUDED THE PILOT'S HUSBAND, STATED THAT THE PILOT HAD NO PREVIOUS EXPERIENCE WITH WEATHER RADAR AND DID NOT UNDERSTANDTHE WEATHER RADAR INSTALLED IN THIS AIRCRAFT. THEY FURTHER STATED THAT THE PILOT APPEARED TO BE TIRED.

Brief of Accident (Continued)

LAX88FA020

File No. 2656

10/23/1987

FAIRFIELD, CA

Aircraft Reg No. N828FE

Time (Local): 04:23 PDT

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

Findings

1. LIGHT CONDITION - DARK NIGHT
 2. (F) WEATHER CONDITION - TURBULENCE IN CLOUDS
 3. (F) WEATHER RADAR - NOT UNDERSTOOD - PILOT IN COMMAND
 4. (F) INADEQUATE INITIAL TRAINING - COMPANY/OPERATOR MANAGEMENT
 5. (F) INADEQUATE INITIAL TRAINING - FAA(PRINCIPAL OPERATIONS INSPECTOR)
 6. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

7. (C) SPIRAL - UNCONTROLLED - PILOT IN COMMAND
 8. (F) SPATIAL DISORIENTATION - PILOT IN COMMAND
 9. (F) FATIGUE(LACK OF SLEEP) - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
PILOT'S ENCOUNTER WITH SEVERE TURBULENCE WHICH PRECIPITATED A LOSS OF AIRCRAFT CONTROL.